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REPORT NC

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COUNTRY East Germany REPORT NO. [REDACTED]

TOPIC Brandenburg-Arado Airfield

EVALUATION see below PLACE OBTAINED [REDACTED] 25X1A

DATE OF CONTENT 7 to 30 March 1953

DATE OBTAINED [REDACTED] DATE PREPARED 30 April 1953

REFERENCES [REDACTED]

PAGES 4 ENCLOSURES (2)

REMARKS [REDACTED]

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1. Air activity observed at Brandenburg-Arado airfield from 8 through 30 March 1953 included:

8 March. There was air activity at the field from 10 a.m. to 4 p.m. in fair weather. At 11:50 a.m., three formations of 8 Il-10s each landed at the field in rapid succession. While these formations approached the field, another 8 to 10 Il-10s were in the air. At 6 p.m., an estimated 38 to 40 Il-10s were parked at the east side of the installation.

9 March. There was no flying in spite of fair weather. After 6 p.m., individual local training flights of about 20 minutes duration were made. Night flying continued until 10 after 10 p.m. When planes took off or landed, the landing field was illuminated by searchlights.

10 March. Flying was started in the afternoon. Individual Il-10s were seen aloft with extended landing gears. Heavy night flying was conducted from 6:30 p.m. until after midnight.

11 March. From 2 to 6 p.m., individual Il-10s made local training flights with extended landing gears. There was heavy air activity from 6 p.m. until after midnight.

12 March. There was light air activity in the afternoon and heavy night flying from 6:30 p.m. to 2:30 a.m.

13 March. There was no air activity during the day in spite of fair weather. Heavy night flying was conducted from 6:30 p.m. to 2 a.m.

14 March. No air activity was observed.

15 March. No air activity was observed in spite of good weather.

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16 March. There was heavy flying in good weather, up to 15 planes being observed aloft the same day. [redacted] IL-10s with red propeller hubs and red upper edges of their rudder assemblies [redacted] Three [redacted] IL-10s with new coats of paints were also observed flying. An IL-10 which was towing an air sleeve was painted a dark green [redacted]

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17 March. Flying was observed from 6 to 9 p.m. in good weather.

18 March. There was heavy individual and formation flying.

19 March. From 8 a.m. to 6 p.m., there was heavy individual and formation flying in groups of up to five. At 8:45 a.m., eight IL-10s took off in rapid succession and assembled into wedge formation. At 5:30 p.m., a formation of eight IL-10s approached the field from the southeast and landed.

20 March. There was intermittent light flying.

21 March. There was heavy individual and formation flying in fair weather. At 11:20 a.m., 18 IL-10s took off in rapid succession and subsequently practiced formation flying.

22 March. No air activity was observed.

23 March. No flying was observed in fair weather.

24 March. From 9 a.m. to 6 p.m., individual and formation flying was observed in fair weather.

25 March. There was heavy flying in fair weather.

26 March. There was light flying between 10 a.m. and noon. Diving was observed.

27 March. Firing was practiced at target towed by an IL-10. The attacking planes approached individually from east to west firing 5 to 7 rounds from their machine guns in the direction of Lake Plauze [redacted] on aircraft with red propeller hubs and red upper edges of their rudder assemblies.

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28 March. No observations were made.

29 March. No air activity was observed.

30 March. Only light flying was conducted. Weather was fair.¹

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2. [redacted] an antiaircraft gun emplacement had been established in the terrain between Lake Flauen and Brandenburg-Arado airfield and that this terrain was off-limits.²

3. Air activity observed between 8 and 24 March included:

8 March. Already at 7:45 a.m., [redacted] the noise of running aircraft engines from the field. At 11:50 a.m., about 30 IL-10s flying in four formations of 6 to 9 planes each crossed the field. Some IL-10s were observed in the afternoon.

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10 March. At 11 a.m., 39 IL-10s with red propeller hubs and red upper edges of their rudder assemblies were counted in the northeastern corner of the installation. In the afternoon, some IL-10s made individual local training flights. Flying was also observed from 5 p.m. to 10:30 p.m. Three searchlights were switched on when planes were going to land. Two rows of lamps set up from northeast to southwest about 100 meters apart in the middle of the landing field were seen.

11 March. The noise of flying planes was heard in the afternoon [redacted] Some IL-10s were seen aloft.

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12 March. At 2:30 p.m., an IL-10 was observed flying in fair weather. Night flying was observed from 7 to 9:45 p.m.

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13 March. At 4:30 p.m., [redacted] 40 canvas-covered IL-10s at the field. At 3 p.m., some white marking panels were seen in front of the northern hangar.

14 March. At 2:45 p.m., no flying was observed although the weather was fair. A total of 39 IL-10s and a Po-2 were parked at the usual parking lots.

17 March. Some IL-10s made local training flights, including low-level flights. After 4:35 p.m., one or two IL-10s were continuously seen aloft. Night flying extended until after 10:30 p.m.

18 March. There was air activity in the morning and from 1 to 3 p.m. in fair weather.

19 March. At 9 a.m., 10 IL-10s were observed flying in formations of two over Brandenburg. Formations of IL-10s repeatedly appeared over the city.

20 March. At 9:30 a.m., four IL-10s made local training flights. At 2 p.m., 38 IL-10s were observed at the field.

21 March. About 1:30 p.m., two formations of 7 to 9 IL-10s were observed. At 1:50 p.m., the formations, which flew independently, came in for a landing after forming a single-file formation. Subsequently, further formation flying was continued. At 4:20 p.m., 30 to 32 IL-10s a Po-2, 3 tank trucks, 1 command car, 1 radio truck, 1 fire truck were observed at the southern edge of the landing field. Another 5 or 6 IL-10s were also seen.

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24 March. No air activity was observed in fair weather. A total of 38 IL-10s were parked at the installation.¹

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[redacted] Comment. There was no change in the occupation of Brandenburg Arado airfield, which is still believed to be occupied by a ground attack regiment equipped with about 50 IL-10s marked by a red upper edge of the rudder assembly. There was heavy day and night flying during the reported period.

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[redacted] For presumed pinpoint location of the AA gun emplacement, [redacted] tents but no guns were seen at the place marked in the sketch.

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